FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2004-11

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2004-01			
97-24-02 R1	R	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A/-3R), CL-600-2B16 (CL-604) Series
2003-23-05	COR	Titeflex Corporation	Appliance: Titeflex Hoses
2003-24-12R1	R	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7F, -7H, -7AH, and -7J Turbofan
2003-26-05		General Electric Company	Engine: CF34-8C1 and CF34-8C5 Series Turbofan
2003-26-06		Anjou Aeronautique	Appliance: Safety Belts and Restraint Systems
2003-26-07		McDonnell Douglas	MD-90-30
2003-26-08		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2003-26-09	S 2003-22-09	Pratt & Whitney	Engine: PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 Turbofan
2003-26-10		Airbus	A300 B2 and B4 Series; and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) Series
2003-26-11		General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2003-26-12		Boeing	737-600, -700, and -800, 757-200, 757-300 Series
2003-26-13		Boeing	747 Series
2003-26-14		Kidde Aerospace	Appliance: Hand-Held Halon Fire Extinguishers
2004-01-01		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-01-02		Boeing	767-200, -300, and -300F Series
2004-01-03	S 98-01-12	Airbus	A319, A320, and A321 Series
2004-01-04	S 2000-20-05	Empresa Brasileira	EMB-120 Series
2004-01-05		Dassault Aviation	Mystere-Falcon 900, Falcon 900EX, Falcon 2000 Series
2004-01-06		Fokker Services B.V	F.28 Mark 0070 and 0100 Series
2004-01-07		BAE Systems (Operations) Limited	BAe 146 and Avro 146-RJ Series
2004-01-08		Pratt & Whitney	Engine: JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 Turbofan
2004-01-11		Hamburger Flugzeugbau G.m.b.H.:	HFB 320 HANSA
2004-01-12		EMBRAER	EMB-135 and EMB-145 Series
Biweekly 2004-02			
2003-26-11	COR	General Electric Company	Engine: CF6-80E1A2 and -80E1A4 Turbofan
2004-01-13	S 97-22-16	Raytheon Aircraft Company	1900, 1900C, 1900 (C-12J), 1900D
2004-01-15		McDonnell Douglas	717-200
2004-01-16		McDonnell Douglas	MD-11 and -11F
2004-01-17		McDonnell Douglas	MD-11 and -11F
2004-01-18		McDonnell Douglas	MD-11 and -11F
2004-01-19		McDonnell Douglas	MD-11 and -11F
2004-01-20		Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C and-535E Series Turbofan
2004-01-21		Rolls-Royce plc	Engine: RB211-22B, RB211-524, and RB211-535 Series Turbofan
2004-02-01		Gulfstream Aerospace Corp.	G-V Series
2004-02-51	E	EMBRAER	EMB-135 and -145 series

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Biweekly 2004-03			
2003-25-05	COR, S 94-04-09	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2004-02-02		Empresa Brasileira De Aeronautica S.A. (EMBRAER)	EMB-135 and -145 series
2004-02-04		Dassault Aviation	Falcon 900EX series
2004-02-05		Bombardier, Inc	DHC-8-400, -401, and -402
2004-02-06		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, DC-10-30F (KC-10A- and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2004-02-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-02-08		Boeing	737-300, -400, and -500 series
2004-02-09		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-02-51	E	Empresa Brasileira De Aeronautica S.A. (EMBRAER	EMB-135 and -145 series
2004-03-01	S 2003-03-11	Air Cruiser Company	Appliance: Emergency Evacuation slide/raft system
2004-03-02		Airbus	A321 Series
2004-03-03		Fokker Services B.V.	F.28 Mark 0070 and 0100 series
Biweekly 2004-04			
2004-02-02	COR	EMBRAER	EMB-135 and -145 Series
2004-02-51	FR	EMBRAER	EMB-135 and -145 Series
2004-03-04		BAe Systems (Operations) Ltd	Jetstream 4101
2004-03-05		Boeing	777-200 Series
2004-03-06	S 98-04-49	Airbus	A319 and A320 Series
2004-03-07		Airbus	A320-111, -211, -212, and -231 Series
2004-03-08		Learjet	31, 31A, 35, 35A (C-21A), 36 and 36A
2004-03-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-200C, 747-300, 747SR, and 747SP Series
2004-03-10		Airbus	A300 B4-600, A300 B4-600R, F4-600R (collectively called A300-600), and A310 series
2004-03-11		Boeing	747-200C and -200F Series
2004-03-12	S 2000-04-13	Aerospatiale	ATR72 Series
2004-03-13	S 95-22-04	Bombardier, Inc.	CL-215-1A10 (Piston) and CL-215-6B11 (Turboprop) Series
2004-03-14		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 series
2004-03-15	S 99-21-09	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2004-03-16		Fairchild Dornier GmbH	328-300 Series
2004-03-17		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR Series
2004-03-18		Aerospatiale	ATR42-200, -300, -320, and -500, ATR72-101, -102, -201, -202, -211, -212, and -212A Series
2004-03-19	S 98-12-18	Airbus	A320-111, -211, and -231 Series
2004-03-20		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000 Series
2004-03-21		McDonnell Douglas	717-200
2004-03-22		Dassault Aviation	Falcon 2000 Series
2004-03-23	S 2001-08-07	Boeing	737-200 and -300 Series
2004-03-24		Airbus	A330-200, A330-300, A340-200, and A340-300 Series
2004-03-25		Airbus	A330 and A340-200 and -300 Series
2004-03-26		Dassault Aviation	Falcon 900EX Series
2004-03-28		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2004-03-30		Boeing	727, 727C, 727-100, and 727-100C Series
2004-03-31		Boeing	727, 727-100C, 727-200F, and 727C Series
2004-03-34		Boeing	737-100, -200, -200C, -300, -400, and -500 Series
2004-03-35		Raytheon Aircraft Company	Beech 400A, 400T Series
2004-03-36		Fairchild Dornier GmbH	328-100 Series
2004-04-02		Saab Aircraft AB	SAAB 2000 Series
2004-04-03	S 2000-10-21	Boeing	737-300, -400, and -500 Series

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Biweekly 2004-05			
2004-03-33		Airbus	A300 B2, A300 B4, A300 B4-600, A300 B4-600R, and A300 F4-600R (collectively called A300-600)
2004-04-04		General Electric Company	Engine: CF34-8E Series Turbofan
2004-04-05		Rolls-Royce Corporation	Engine: AE 3007A, AE 3007A1/1, AE 3007A1/2, AE 3007A1, AE 3007A1/3, AE 3007A1P, and AE 3007A3 Turbofan
2004-04-07	S 2001-10-07, 2003-01-05	General Electric Company	Engine: CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A8, CF6-80C2A5F, CF6-80C2B1, CF6-80C2B2, CF6-80C2B4, CF6-80C2B6, CF6-80C2B1F, CF6-80C2B2F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80E1A2, CF6-80E1A4
2004-04-08		Boeing	777-200 Series
2004-04-09		Pratt & Whitney Canada	Engine: JT15D-1, -1A, and -1B Turbofan
2004-04-11		Dassault Aviation	Mystere-Falcon 50 Series
2004-05-03		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87); and MD-88; MD-90-30
2004-05-04		Airbus	A319 and A320 Series
2004-05-05	S 2001-13-09	Airbus	A300 B2-1C, B2-203, B2K-3C, B4-2C, B4-103, B4-203; A300 B4-600, B4-600R, and F4-600R (collectively called A300-600) Series
2004-05-06		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A, KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, and MD-11, MD-11F
2004-05-07	S 2001-17-28 R1	Boeing	767
2004-05-08		McDonnell Douglas	DC-9-31, DC-9-32
2004-05-09		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2004-05-10	S 88-19-03 R1	Boeing	767 Series
Biweekly 2004-06			
2004-03-01	COR S 2003-03-11	Air Cruisers Company	Appliance: Emergency Evacuation Slide/Raft Systems
2004-04-10		Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600), and A310 Series
2004-05-11		BAE Systems (Operations) Limited	BAe 146 Series
2004-05-12		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-05-13		Bombardier, Inc.	DHC-8-401 and -402
2004-05-14		Boeing	707 and 720 Series
2004-05-15		Dassault Aviation	Mystere-Falcon 900 Series
2004-05-16		Boeing	767-200 and -300 Series
2004-05-17	S 2002-08-21	EMBRAER	EMB-135 and -145 Series
2004-05-18	S 2000-03-08	McDonnell Douglas	MD-90-30
2004-05-19		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-05-20		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2004-05-21		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
200X-05-22		Rolls-Royce Deutschland Ltd & Co KG (RRD)	Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-25		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2004-05-26		Boeing	777 Series
2004-05-27		Boeing	737-200 Series

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Biweekly 2004-06 continued			
2004-05-30		Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-05-31		Rolls-Royce plc	Engine: Trent 700 Series Turbofan
2004-06-02		Airbus	A319, A320, and A321 Series
2004-06-03		Airbus	A320, A319, and A321 Series
Biweekly 2004-07			
2004-05-22	COR	Rolls-Royce Deutschland	Engine: TAY 611-8, TAY 620-15, TAY 650-15, and TAY 651-54 Series Turbofan
2004-05-30	COR	Rolls-Royce plc	Engine: RB211 Trent 500 Series Turbofan
2004-06-01		Fairchild Dornier Gmbh	328-100 Series
2004-06-06		McDonnell Douglas	DC-8-70 and -70F Series
2004-06-07		EMBRAER	EMB-120 Series
2004-06-08		Bombardier, Inc.	DHC-8-401 and -402
2004-06-11		Airbus	A330-301, -321, -322, -341,-342, A340-211, -212, 213, -311, -312, and -313 Series
2004-06-12		Boeing	747-400F Series
2004-06-13	S 99-26-22	Airbus	A319 and A320 Series
2004-06-14		Saab Aircraft AB	SAAB 2000 Series
2004-06-15		BAE Systems (Operations) Limited	Avro 146-RJ, and BAe 146 Series
2004-06-16		Fairchild Dornier GmbH	328-100 Series
2004-06-17		BAE Systems (Operations) Limited	Jetstream 4101
2004-06-18	S 89-11-03	Boeing	737-100, -200, -300, -400 and -500 Series
2004-07-01		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700 & 701) and CL-600-2D24 (Regional Jet Series 900) Series
2004-07-02		Airbus	A318, A319, A320, and A321 Series
2004-07-03		Dassault Aviation	Mystere-Falcon 50 Series
2004-07-04	S 2001-26-24	McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, and DC-9-34F; DC-9-21, DC-9-41, and DC-9-51 Series
2004-07-05	S 78-01-16	McDonnell Douglas	DC-9-10, DC-9-20, DC-9-30, DC-9-40, and DC-9-50 Series
2004-07-07	S 99-09-13	Boeing	757-200 and -200CB Series
2004-07-08		McDonnell Douglas	DC-9-15
2004-07-13		General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F turbofan
Biweekly 2004-08			
2004-04-03	COR S 2000-10-21	Boeing	737-300, -400, and -500 Series
2004-05-19	COR	Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-06		Boeing	707 and 720 Series
2004-07-09	S 2003-06-03	General Electric Aircraft Engines	Engine: CT7 Series Turboprop
2004-07-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-07-11		Boeing	767-400ER Series
2004-07-12		McDonnell Douglas	MD-90-30
2004-07-14		McDonnell Douglas	DC-9-15, DC-9-31, and DC-9-32
2004-07-15	S 98-25-05	Airbus	A321-111, -112, and -131 Series
2004-07-16		Construcciones Aeronauticas, S.A. (CASA)	C-235 Series
2004-07-17		Construcciones Aeronauticas, S.A. (CASA)	C-212 Series
2004-07-18		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-07-19		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SR, and 747SP Series
2004-07-20		Boeing	747-400 and -400D Series
2004-07-21		Gulfstream Aerospace LP	Astra SPX and 1125 Westwind Astra Series

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Biweekly 2004-08 continued			
2004-07-22	COR S 94-15-12, & 94-15-18	Boeing	747 Series
2004-07-23		Saab Aircraft AB	SF340A, 340B Series
2004-07-24		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900 and Falcon 900EX Series
2004-07-25	S 87-16-02	Hartzell Propeller Inc.	Propeller: HC-B5MP-3C/M10876K
2004-08-01		Fokker Services B.V.	F.28 Mark 0070 and 0100 Series
2004-08-02		McDonnell Douglas	717-200
2004-08-03		Airbus	A300 B4-601, A300 B4-603, A300 B4-620, and A300 C4-605 Variant F Series
Biweekly 2004-09			
2004-08-04		McDonnell Douglas	MD-11 and MD-11F
2004-08-05	S 2000-02-39	Airbus	A300 B2, A300 B4, A300 B4-600, B4-600R, F4-600R, C4-605R Variant F (Collectively Called A300-600), and A310 Series
2004-08-06		BAe Systems (Operations) Ltd	BAe 146-100A and -200A Series
2004-08-07		Boeing	767-300 Series
2004-08-08		Gulfstream Aerospace Corp.	G-IV Series
2004-08-09		Airbus	A300 B2, B4, A300 B4-620, B4-622, and C4-620, A300 B4-601, -603, -605R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322
2004-08-11		BAe Systems (Operations) Ltd	Jetstream 4101
2004-08-15	S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-08-16		NARCO Avionics Inc	Appliance: AT150 Transponders
2004-08-18	S 2001-09-04	Fairchild Dornier GmbH	328-300 Series
2004-08-19		Airbus	A330-200 Series
2004-09-01		Airbus	A300 B4-600, B4-600R, C4-605R Variant F, F4-600R (Collectively Called A300-600) and A310 Series
2004-09-04		Boeing	747-400 and -400D Series
2004-09-05		Cessna Airplane Company	500, 501, 550 and 551
2004-09-06	S 2002-08-13	Airbus	A319, A320, and A321 Series
2004-09-08		Saab Aircraft AB	SF340A and 340B Series
2004-09-09		Boeing	737-200C Series
2004-09-10		Boeing	747 Series
2004-09-11		Boeing	767-200, -300, and -300F Series
Biweekly 2004-10			
2000-02-07 R1	R	Bombardier, Inc.	DHC-7-100 Series
2004-03-14 R1	R	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Series
2004-05-10	COR S 88-19-03 R1	Boeing	767 Series
2004-07-13	COR	General Electric Company	Engine: CF6-80C2A5F, CF6-80C2B5F, CF6-80C2B7F, and CF6-80C2D1F Turbofan
2004-07-22	COR S 94-15-12, 94-15-18	Boeing	747 Series
2004-09-07		Raytheon Aircraft Company	1900, 1900C, 1900C (C12J), and 1900D
2004-09-12		Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-13		EMBRAER	EMB-135BJ and EMB-145XR Series
2004-09-14	S 2001-07-05	Boeing	767 Series
2004-09-15		EMBRAER	EMB-135 and -145 Series
2004-09-16	COR	Fairchild Dornier GmbH	328-100 and -300 Series
2004-09-17		Fairchild Dornier GmbH	328-100 and 328-300 Series
2004-09-18		BAe Systems (Operations) LTD	Jetstream 4101
2004-09-19		Airbus	A319 and A320 Series
2004-09-20	S 2000-18-11	Gulfstream Aerospace LP	1125 Westwind Astra Series
2004-09-21		Saab Aircraft AB	SAAB 2000 Series
2004-09-22		Fairchild Dornier GmbH	328-300 Series
2004-09-23		Fokker Services B.V.	F27 Mark 100, 200, 300, 400, 500, 600, and 700 Series

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Biweekly 2004-10 continued

2004-09-24		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2004-09-25		Saab Aircraft AB	SAAB 2000 Series
2004-09-26		Raytheon Aircraft Company	Hawker 800XP
2004-09-27		Dassault Aviation	Mystere-Falcon 50 Series
2004-09-28	S 93-20-03	Lockheed	L-1011 Series
2004-09-29		Honeywell International Inc.	Engine: TPE331-10-501C, -10-511C, -10-501K, -10-511K, -10-501M, -10-511M, -10AV-511B, -10AV-511M, -10GP-511D, -10GT-511D, -10N-511S, -10N-512S, -10N-513S, -10N-514S, -10N-515S, -10N-531S, -10N-532S, -10N-533S, -10N-534S, -10N-535S, -10P-511D, -10R-501C, -10R-502C, -10R-511C, -10R-512C, -10R-513C, -10T-511D, -10T-511K, -10T-511M, -10T-512K, -10T-513K, -10T-515K, -10T-516K, -10T-517K, -10U-501G, -10U-502G, -10U-511G, -10U-512G, -10U-503G, -10U-513G, -10UA-511G, -10UF-501H, -10UF-511H, -10UF-512H,-10UF-513H, -10UF-514H, -10UF-515H, -10UF-516H, -10UG-513H, -10UG-514H, -10UG-515H, -10UG-516H, -10UGR-513H, -10UGR-514H, -10UGR-516H, -10UR-513H, -10UR-516H, -11U-601G, -11U-602G, -11U-611G, and -11U-612G Turboprop
2004-09-30		Raytheon Aircraft Company	1900C
2004-09-31		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2004-09-32		Boeing	757-200 Series
2004-09-33		Boeing	747-400 and 747-400D Series
2004-09-34	S 2002-01-04	General Electric Company	Engine: CF6-80E1
2004-09-35		Saab Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-09-36		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series
2004-09-37	S 2003-08-12	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R), and CL-600-2B16 (CL-604) Series
2004-09-38		Fairchild Dornier GmbH	328-300
2004-09-39		Saab Aircraft AB	SAAB 340B Series
2004-10-01		Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7AH, -7H, -7F, -7J, -20, and -20J Turbofan

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2003-07-11	COR S 2001-05-06	Rolls-Royce Deutschland Ltd & Co KG	Engine: BR700-710A1-10 and BR700-710A2-20 Turbofan
2004-01-16	COR	McDonnell Douglas	MD-11 and -11F
2004-08-15	COR S 2003-13-08	Goodrich Avionics Systems, Inc.	Appliance: Terrain Awareness Warning System (TAWS)
2004-10-02		Airbus	A300 B4-600, A300 B4-600R, A300 F4-600R (Collectively Called A300-600), A310, A319, A320, A321, A330, A340-200, and -300 Series
2004-10-03		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2004-10-04	S 94-04-02	Bombardier, Inc.	CL-215-6B11 (CL215T Variant), CL-215-6B11 (CL415 Variant) Series
2004-10-05		Boeing	747-400, 747-400D, 747-400F, 757-200, 757-200PF, 757-200CB, 767-200, 767-300, and 767-300F Series
2004-10-06		Boeing	727-100, -200, 737-100, -200, -200C, -300, -400, -500, and 747 Series
2004-10-09		BAE Systems (Operations) Ltd	BAe 146 Series
2004-10-10		Boeing	737-600, -700, -700C, -800, and -900 Series
2004-10-11		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2004-10-12		McDonnell Douglas	DC-10-30
2004-10-13		CFM International, S.A.	Engine: CFM56-2-C, -3, and -5 Series Turbofan
2004-10-15		Garmin International Inc.	Appliance: Mode S Transponders

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ROLLS-ROYCE DEUTSCHLAND LTD & CO KG
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

CORRECTIONS:
[*Federal Register: April 23, 2003 (Volume 68, Number 78); Page 19944-19945]*
[*Federal Register: May 9, 2003 (Volume 68, Number 90); Page 24861*]
[*Federal Register: May 20, 2004 (Volume 69, Number 98); Page 29054*]
[*www.access.gpo.gov/su_docs/aces/aces140.html*]

2003-07-11 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-13107. Docket No. 2000-NE-48-AD. Supersedes AD 2001-05-06, Amendment 39-12142.

Applicability: This airworthiness directive (AD) is applicable to Rolls-Royce Deutschland Ltd & Co KG (RRD) (formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH) models BR700-710A1-10 turbofan engines with fan disc part numbers (P/Ns) BRR18803, BRR19248, or BRR20791 installed, and BR700-710A2-20 turbofan engines with fan discs P/Ns BRR19248 or BRR20791 installed. These engines are installed on, but not limited to Bombardier Inc. BD-700-1A10, and Gulfstream Aerospace Corp. G-V series airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To detect cracks in the fan disc that could result in an uncontained engine failure and damage to the airplane, do the following:

Initial Inspection

Engines With Fan Discs P/Ns BRR18803 and BRR19248 Installed

(a) For BR700-710A1-10 engines with fan discs, P/Ns BRR18803 and BRR19248 installed, and BR700-710A2-20 engines with fan discs, P/N BRR19248 installed, do the following:

(1) If the last fan disc inspection was a visual inspection performed using RRD SB No. SB-BR700-72-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 25 flight cycles-since-last inspection (CSLI), in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(2) If the last fan disc inspection was an ultrasonic inspection performed using RRD SB No. SB-BR700-72-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 75 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(3) For engines that have not yet been inspected, visually or ultrasonically inspect fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(4) If any cracks are found, remove disc from service and replace with a serviceable disc.

Engines With Fan Discs P/N BRR20791 Installed

(b) For BR700-710A1-10 engines with serial numbers (SNs) 11452 and lower, and BR700-710A2-20 engines with SNs 12352 and lower, with fan discs P/N BRR20791 installed, do the following:

(1) If the last fan disc inspection was a visual inspection performed using RRD SB No. SB-BR700-72-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 25 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(2) If the last fan disc inspection was an ultrasonic inspection performed using RRD SB No. SB-BR700-72-900229, Revision 3, dated July 12, 2001, Revision 4, dated December 20, 2001, or Revision 5, dated January 8, 2003, visually or ultrasonically inspect fan disc within 150 CSLI, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(3) For engines that have not yet been inspected, visually or ultrasonically inspect fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(4) If any cracks are found, remove disc from service and replace with a serviceable disc.

(c) For BR700-710A1-10 engines with SNs 11453 and higher, and BR700-710A2-20 engines with SNs 12353 and higher with fan discs P/N BRR20791 installed, do the following:

(1) Visually or ultrasonically inspect fan discs within 150 flight cycles-since-new (CSN), in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(2) For engines that have not yet been inspected, visually or ultrasonically inspect fan disc within 25 flight cycles after the effective date of this AD, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(3) If any cracks are found, remove disc from service and replace with a serviceable disc.

Repetitive Inspections

(d) Except for engines listed in paragraph (e) of this AD, perform repetitive inspections using the criteria in paragraphs (a) through (b)(4), and (f) of this AD.

(e) For BR700-710A1-10 engines with SNs 11453 and higher, and BR700-710A2-20 engines with SNs 12353 and higher with fan discs P/N BRR20791 installed, perform repetitive inspections using the criteria in paragraphs (c) through (c)(3), and (f) of this AD.

(f) For all discs, perform a visual and ultrasonic inspection before accumulating 500 hours-since-new, in accordance with paragraphs A through F of the applicable Part 1 or Part 2 of the Accomplishment Instructions of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003.

(g) Thereafter, for all discs, perform a visual and an ultrasonic inspection before accumulating 500 hours-since-the last visual and ultrasonic inspections.

Inspection Reporting Requirements

(h) Report defects in accordance with the applicable Part 1 or Part 2 of RRD SB No. SB-BR700-72-900229, Revision 5, dated January 8, 2003. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(j) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(k) The inspection must be done in accordance with Rolls-Royce Deutschland Ltd & Co KG Service Bulletin No. SB-BR700-72-900229, Revision 5, dated January 8, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, D-15827 DAHLEWITZ, Germany, telephone: International Access Code 011, Country Code 49, 33 7086-2935, fax: International Access Code 011, Country Code 49, 33 7086-3276. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in LBA AD 2000-348, Revision 5, dated March 6, 2003.

Effective Date

(l) This amendment becomes effective on April 28, 2003.

Issued in Burlington, Massachusetts, on April 1, 2003.
Jay J. Pardee,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-8327 Filed 4-10-03; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: May 20, 2004 (Volume 69, Number 98); Page 29054; www.access.gpo.gov/su_docs/aces/aces140.html*]

2004-01-16 McDonnell Douglas: Amendment 39-13430. Docket 2001-NM-161-AD.

Applicability: Model MD-11 and -11F airplanes, as listed in McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent arcing damage to the terminal strips and damage to the adjacent structure, which could result in smoke and/or fire in the center and/or aft cargo compartments, accomplish the following:

For Group 1 and Group 2 Airplanes: Revise Wire Connection Stackups, Remove Nameplate, and Inspect for Damage

(a) For Group 1 and Group 2 airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002: Within 18 months after the effective date of this AD, do the actions specified in paragraphs (a)(1) and (a)(2) of this AD per the service bulletin. Although the service bulletin references a reporting requirement in paragraph 4, "Appendix," such reporting is not required by this AD.

(1) Revise the wire connection stackups for the terminal strip of the generator feeder tail compartment of the auxiliary power unit (APU), and remove the nameplate, as applicable.

(2) Do a general visual inspection to detect arcing damage of the surrounding structure, adjacent system components, and electrical cables in the center cargo and aft cargo compartments, as applicable.

Note: For the purposes of this AD, a general visual inspection is defined as "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

For Group 2 Airplanes: Replace Terminal Strips, Revise Terminal Hardware Stackup, Remove Nameplate, and Inspect for Damage

(b) For Group 2 airplanes listed in McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002: Within 18 months after the effective date of this AD, do the actions specified in paragraphs (b)(1) and (b)(2) of this AD per the service bulletin. Although the service bulletin references a reporting requirement in paragraph 4, "Appendix," such reporting is not required by this AD.

(1) Replace the terminal strips and revise the terminal hardware stackup for the feeder of the center cargo loading system, and remove the nameplate, as applicable.

(2) Do a general visual inspection to detect arcing damage of the surrounding structure, adjacent system components, and electrical cables in the center cargo and aft cargo compartments.

Corrective Action if Necessary

(c) If any damage is detected during any inspection required by paragraph (a) or (b) of this AD, before further flight, repair damage or replace the damaged part with a new part, per McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002. If the type of structural material that has been damaged is not covered in the structural repair manual, repair per a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. Although the service bulletin references a reporting requirement in paragraph 4, "Appendix," such reporting is not required by this AD.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, Los Angeles ACO, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done in accordance with McDonnell Douglas Alert Service Bulletin MD11-24A173, Revision 02, dated May 2, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on February 24, 2004.

Issued in Renton, Washington, on January 2, 2004.
Kevin M. Mullin,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-761 Filed 1-16-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

GOODRICH AVIONICS SYSTEMS, INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: May 25, 2004 (Volume 69, Number 101); Page 29651; www.access.gpo.gov/su_docs/aces/aces140.html*]

2004-08-15 Goodrich Avionics Systems, Inc.: Amendment 39-13584; Docket No. 2003-CE-47-AD; Supersedes AD 2003-13-08, Amendment 39-13208.

When Does This AD Become Effective?

(a) This AD becomes effective on June 7, 2004.

What Other ADs Are Affected By This Action?

(b) This AD supersedes AD 2003-13-08.

What Airplanes Are Affected by This AD?

(c) This AD affects all airplane models and serial numbers, certificated in any category, that incorporate a Goodrich TAWS8000 terrain awareness warning system (TAWS), part number (P/N) 805-18000-001, with "Mod None", "Mod A", or "Mod B" hardware installed. This list of airplanes that have the TAWS8000 TWAS installed includes, but is not limited to, the following airplanes. Airplanes that are not in this list and have the TAWS installed through field approval or other methods are still affected by this AD:

Company	Models
Cessna Aircraft Company	421, 500, 501, 525, 525A, 550, 551, 650, and S550
DASSAULT AVIATION	Mystere-Falcon 20 series
Gulfstream Aerospace LP	1125 Westwind Astra
Raytheon Aircraft Company	100, 200, 300, 400A, and F90
Sabreliner Corporation	NA-265
The New Piper Aircraft Inc	PA-42-1000

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified by this AD are intended to prevent the loading of the baro set potentiometer, which could result in an unacceptable altitude error. This condition could cause the pilot to make flight decisions that put the airplane in unsafe flight conditions.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Inspect the TAWS8000 TAWS (part number 805-18000-001 that incorporates hardware ‘‘Mod None’’, ‘‘Mod A’’, or ‘‘Mod B’’) installation to determine if both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer.	Within the next 5 hours time-in-service (TIS) after July 21, 2003 (the effective date of AD 2003-13-08), unless already done.	Follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual.
(2) If both the TAWS8000 TAWS and any other device are connected to the same baro set potentiometer, remove the TAWS8000 TAWS and cap and stow the connecting wires or replace the TAWS8000 TAWS unit with a unit that incorporates hardware ‘‘Mod C’’.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	For removing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Service Memo SM #134, dated May 2, 2003, or Goodrich Avionics Systems, Inc. Service Memo SM #134, revised July 9, 2003, and the applicable installation manual. For replacing the TAWS8000 TAWS, follow Goodrich Avionics Systems, Inc. Alert Service Bulletin SB #A117, dated July 9, 2003.
(3) Do not install or reconfigure any TAWS8000 TAWS (part number 805-18000-001) that does not incorporate hardware ‘‘Mod C’’.	As of June 7, 2004 (the effective date of this AD).	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19.

(1) Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Chicago Aircraft Certification Office (ACO), FAA. For information on any already approved alternative methods of compliance, contact Brenda S. Ocker, Aerospace Engineer, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018; telephone: (847) 294-7126; facsimile: (847) 294-7834.

(2) Alternative methods of compliance approved under AD 2003-13-08, which is superseded by this AD, are approved as alternative methods of compliance with this AD.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003; Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(1) On July 21, 2003 (68 FR 38586, June 30, 2003), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, dated May 2, 2003.

(2) As of June 7, 2004, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Goodrich Avionics Systems, Inc. Service Memo SM 134, revised July 9, 2003; and Goodrich Avionics Systems, Inc. Alert Service Bulletin SB A117, dated July 9, 2003.

(3) You may get a copy from Goodrich Avionics Systems, Inc., 5353 52nd Street, SE., Grand Rapids, Michigan 49512-9704; telephone: (616) 949-6600; facsimile: (616) 977-6898. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on April 13, 2004.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-8792 Filed 4-20-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-11

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-02 Airbus: Amendment 39-13632. Docket 2003-NM-19-AD.

Applicability: Model A300 B4-600, A300 B4-600R, and A300 F4-600R (Collectively Called A300-600); A310; A319; A320; A321; A330; and A340-200 and -300 series airplanes; certificated in any category; as listed in the Airbus service bulletins specified in Table 1 of this AD.

TABLE 1.—APPLICABILITY

Model—	Service bulletin—	Revision—	Date—
A300-600	A300-34-6149	Original	April 4, 2003.
A310	A310-34-2181	Original	April 4, 2003.
A319, A320, A321	A320-34-1263	Original	November 26, 2002.
A319, A320, A321	A320-34-1263	01	June 25, 2003.
A330	A330-34-3119	Original	February 27, 2003.
A340	A340-34-4130	Original	February 27, 2003.

Compliance: Required as indicated, unless accomplished previously.

To prevent obstruction of the air intake of the pitot probes, which could result in misleading information being provided to the flightcrew, accomplish the following:

One-Time Detailed Inspection

(a) Within 700 flight hours after the effective date of this AD: Do a detailed inspection to determine if certain Thales Avionics pitot probes are installed, and a check of affected pitot probes for certain part numbers (P/N) and serial numbers (S/N), as specified in the Accomplishment Instructions of the applicable Airbus service bulletin listed in Table 1 of this AD, all excluding Appendix 01. Do the inspection and check (including cleaning and marking the drain hole) by doing all the actions per Part 3.A. through Part 3.E. of the Accomplishment Instructions of the applicable Airbus service bulletin. If the specified P/N and S/N are found, before further flight, clean and mark the drain hole if obstructed, per the Accomplishment Instructions of the applicable Airbus service bulletin. If the specified P/N and S/N are not found, no further action is required by this AD.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Note 2: The referenced Airbus service bulletins refer to Thales Avionics Service Bulletin, C16195A-34-002, Revision 01, dated February 7, 2003, as an additional source of service information for the cleaning of the drain holes of the pitot probes.

Alternative Methods of Compliance

(b) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(c) The actions shall be done in accordance with the Airbus service bulletins specified in Table 2 of this AD, as applicable.

TABLE 2.—AIRBUS SERVICE BULLETINS

Service bulletin—	Revision—	Date—
A300-34-6149, excluding Appendix 01	Original	April 4, 2003.
A310-34-2181, excluding Appendix 01	Original	April 4, 2003.
A320-34-1263, excluding Appendix 01	Original	November 26, 2002.
A320-34-1263, excluding Appendix 01		June 25, 2003.
A330-34-3119, excluding Appendix 01	Original	February 27, 2003.
A340-34-4130, excluding Appendix 01	Original	February 27, 2003.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 3: The subject of this AD is addressed in French airworthiness directives 2003-148(B), dated April 16, 2003; 2002-586(B) R1, dated April 2, 2002; and 2002-594(B), dated November 27, 2002.

Effective Date

(d) This amendment becomes effective on June 22, 2004.

Issued in Renton, Washington, on May 5, 2004.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-10741 Filed 5-17-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-03 Bombardier, Inc. (Formerly Canadair): Amendment 39-13633. Docket 2001-NM-321-AD.

Applicability: Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; serial numbers 7003 through 7067 inclusive, and 7069 through 7782 inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the engine support beam (ESB), a principal structural element, which could result in reduced structural integrity of the airplane, accomplish the following:

Service Bulletin References

(a) The following information pertains to the service bulletin referenced in this AD:

(1) The term "service bulletin" as used in this AD, means the Accomplishment Instructions of Bombardier Alert Service Bulletin A601R-53-059, excluding Appendix A, Revision `D,' dated July 2, 2003; and including Appendix B, dated August 6, 2002.

(2) Although the service bulletin specifies to complete a comment sheet related to service bulletin quality, a sheet recording compliance with the service bulletin, and an inspection results reporting form (located in Appendix A of the service bulletin), and submit this information to the manufacturer, this AD does not include such a requirement.

(3) Inspections and repairs accomplished before the effective date of this AD per Bombardier Alert Service Bulletin A601R-53-059, Revision `B,' dated August 6, 2002; or Revision `C,' dated February 3, 2003; are acceptable for compliance with the corresponding actions required by this AD.

Repetitive Inspections

(b) Perform an external detailed inspection for cracking of the upper and lower web of the ESB between fuselage station (FS) 625 and FS 640, according to Part A of the service bulletin. Do the initial inspection at the time specified in paragraph (b)(1), (b)(2), or (b)(3) of this AD, as applicable. Repeat the inspection thereafter at intervals not to exceed 1,100 flight cycles.

(1) For airplanes with 7,500 total flight cycles or less as of the effective date of this AD: Do the initial inspection prior to the accumulation of 8,000 total flight cycles.

(2) For airplanes with 7,501 total flight cycles or more, but 11,750 total flight cycles or less, as of the effective date of this AD: Do the initial inspection prior to the accumulation of 12,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever is first.

(3) For airplanes with 11,751 total flight cycles or more as of the effective date of this AD: Do the initial inspection within 250 flight cycles after the effective date of this AD.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Repair

(c) If any crack is found during any inspection performed per paragraph (b) of this AD: Before further flight, repair per a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (or its delegated agent).

Optional Terminating Action

(d) Modification of the ESB by accomplishing all actions in paragraphs 2.D. and 2.E., and in steps (1) through (40) inclusive of paragraph 2.F., of the service bulletin (including an eddy current inspection for damage (e.g., cracking) of the fastener holes in the flanges that attach the upper and lower forward angles to the upper and lower webs; and repair (oversizing the fastener holes to remove damage), if necessary) constitutes terminating action for the repetitive inspections required by paragraph (b) of this AD. Any required repair must be accomplished before further flight.

Alternative Methods of Compliance

(e) In accordance with 14 CFR 39.19, the Manager, New York ACO, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with Bombardier Alert Service Bulletin A601R-53-059, excluding Appendix A, Revision `D,' dated July 2, 2003, and including Appendix B, dated August 6, 2002; which includes the following effective pages:

Page No.	Revision level shown on page	Date shown on page
1-147	D	July 2, 2003.
	Appendix B	
1-14	Original	August 6, 2002.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, suite 410, Westbury, New York; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in Canadian airworthiness directive CF-2001-26R1, dated September 20, 2002.

Effective Date

(g) This amendment becomes effective on June 21, 2004.

Issued in Renton, Washington, on May 5, 2004.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-10740 Filed 5-14-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

BOMBARDIER, INC.
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-04 Bombardier, Inc. (Formerly Canadair): Amendment 39-13634. Docket 2003-NM-199-AD. Supersedes AD 94-04-02, Amendment 39-8820.

Applicability: Model CL-215-6B11 (CL215T Variant) series airplanes, serial numbers 1056, 1057, 1061, 1080, 1109, 1113 through 1122 inclusive, 1124, and 1125; and Model CL-215-6B11 (CL415 Variant) series airplanes, serial numbers 2001 through 2067 inclusive; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the rear engine mount struts, which could subsequently result in reduced structural integrity of the nacelle and engine support structure, accomplish the following:

Restatement of Requirements of AD 94-04-02

Inspection and Corrective Action

(a) For Model CL-215-6B11 series airplanes, serial numbers 1057, 1061, 1080, 1113 through 1115 inclusive, 1121, 1122, 1124, and 1125; turboprop versions only: Within 50 hours time-in-service after April 4, 1994 (the effective date of AD 94-04-02, amendment 39-8820), perform a visual inspection to detect cracking in the rear engine mount struts, part number (P/N) 87110016-003, in accordance with Canadair Alert Service Bulletin 215-A3040, dated September 2, 1992.

(1) If no cracking is detected, repeat the visual inspection thereafter at intervals not to exceed 50 hours time-in-service, until the requirements of paragraph (b) of this AD are accomplished.

(2) If any cracking is detected, prior to further flight, replace the engine rear mount strut with a new strut, P/N 87110016-009 or -011, in accordance with the service bulletin.

(b) For Model CL-215-6B11 series airplanes, serial numbers 1057, 1061, 1080, 1113 through 1115 inclusive, 1121, 1122, 1124, and 1125; turboprop versions only: Within 2 years after April 4, 1994, replace all engine rear mount struts with new struts, P/N 87110016-009 or -011, in accordance with Canadair Alert Service Bulletin 215-A3040, dated September 2, 1992. Such replacement constitutes terminating action for the inspections required by paragraph (a) of this AD.

(c) For Model CL-215-6B11 series airplanes, serial numbers 1057, 1061, 1080, 1113 through 1115 inclusive, 1121, 1122, 1124, and 1125; turboprop versions only: As of April 4, 1994, no person shall install a rear engine mount strut, P/N 87110016-003, on any airplane.

New Requirements of This AD

Inspection and Corrective Action

(d) For all airplanes: Within 50 flight hours after the effective date of this AD, perform a detailed inspection to detect cracking in the rear mount strut assemblies of the engines in accordance with Bombardier Alert Service Bulletin 215-A3111, Revision 2, dated January 23, 2003 (Model CL-215-6B11 (CL215T Variant) series airplanes); or Bombardier Alert Service Bulletin 215-A4287, Revision 2, dated January 23, 2003 (Model CL-215-6B11 (CL415 Variant) series airplanes); as applicable. Accomplishment of this detailed inspection constitutes terminating action for the requirements of paragraph (a) of this AD.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) If no cracking is detected, repeat the detailed inspection thereafter at intervals not to exceed 250 flight hours until the requirements of paragraph (e) of this AD are accomplished.

(2) If any crack is detected, before further flight, do the replacement in either paragraph (d)(2)(i) or (d)(2)(ii) of this AD in accordance with the applicable service bulletin.

(i) Replace the rear engine mount strut with a new, welded strut, P/N 87110016-009 or -011. Repeat the detailed inspection thereafter at intervals not to exceed 250 flight hours until the requirements of paragraph (e) of this AD are accomplished.

(ii) Replace the rear engine mount strut with a new, machined strut, P/N 87110047-001. Repeat the detailed inspection thereafter at intervals not to exceed 500 flight hours for the new, machined strut until the requirements of paragraph (e) of this AD are accomplished.

Optional Terminating Replacement

(e) Replace both rear engine mount struts with new, machined struts, P/N 87110047-001, in accordance with Bombardier Alert Service Bulletin 215-A3111, Revision 2, dated January 23, 2003 (Model CL-215-6B11 (CL215T Variant) series airplanes); or Bombardier Alert Service Bulletin 215-A4287, Revision 2, dated January 23, 2003 (Model CL-215-6B11 (CL415 Variant) series airplanes); as applicable. Replacement constitutes terminating action for the repetitive inspections required by this AD.

Parts Installation

(f) As of the effective date of this AD, no person shall install a rear engine mount strut, P/N 87110016-003, on any airplane.

Reporting Paragraph in Service Bulletins

(g) Although the service bulletins referenced in this AD specify to submit certain information to the manufacturer, this AD does not include such a requirement.

Alternative Methods of Compliance

(h) In accordance with 14 CFR 39.19, the Manager, New York Aircraft Certification Office (ACO), FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

Incorporation by Reference

(i) The actions shall be done in accordance with Canadair Alert Service Bulletin 215-A3040, dated September 2, 1992; Bombardier Alert Service Bulletin 215-A3111, Revision 2, dated January 23, 2003; and Bombardier Alert Service Bulletin 215-A4287, Revision 2, dated January 23, 2003; as applicable.

(1) The incorporation by reference of Bombardier Alert Service Bulletin 215-A3111, Revision 2, dated January 23, 2003; and Bombardier Alert Service Bulletin 215-A4287, Revision 2, dated January 23, 2003; is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Canadair Alert Service Bulletin 215-A3040, dated September 2, 1992, was approved previously by the Director of the Federal Register as of April 4, 1994 (59 FR 10272).

(3) Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; at the FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, suite 410, Westbury, New York; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in Canadian airworthiness directive CF-2003-02, dated February 28, 2003.

Effective Date

(j) This amendment becomes effective on June 21, 2004.

Issued in Renton, Washington, on May 5, 2004.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-10739 Filed 5-14-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-05 Boeing: Amendment 39-13635. Docket 2003-NM-40-AD.

Applicability: Airplanes as listed in Table 1 of this AD, certificated in any category. Table 1 of this AD follows:

TABLE 1—APPLICABILITY

Airplane Model—	As Listed in Boeing Service Bulletin—
747-400, 747-400D, 747-400F series airplanes.	Boeing Alert Service Bulletin 747-34A2460, Revision 2, dated June 14, 2001.
757-200, 757-200PF, 757-200CB series airplanes.	Boeing Service Bulletin 757-34A0222, Revision 1, dated July 17, 2003.
767-200, 767-300, and 767-300F series airplanes.	Boeing Service Bulletin 767-34A0332, Revision 1, dated April 24, 2003.

Compliance: Required as indicated, unless accomplished previously.

To ensure that the flightcrew is able to silence an erroneous overspeed or stall aural warning, accomplish the following:

Compliance Times

(a) Except as provided by paragraph (a)(3) of this AD, do the actions specified in either paragraph (a)(1) or (a)(2) of this AD at the times specified in paragraphs (a)(1) and (a)(2) of this AD, as applicable.

(1) Within 24 months after the effective date of this AD, do the actions specified in paragraph (c) of this AD.

(2) Within 18 months after the effective date of this AD, do the actions in paragraph (b) of this AD; and within 72 months after the effective date of this AD, do the actions specified in paragraph (c) of this AD; except as provided by paragraph (a)(3) of this AD.

(3) Model 747-400, -400D, and -400F series airplanes equipped with three air data computers (ADCs) are required to accomplish paragraph (a)(1) of this AD.

Optional Interim Action

(b) Change the termination of the wires and perform an operational test, according to the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-31-2313, Revision 1, dated September 26, 2002 (for Model 747-400, -400D, and -400F series airplanes); Boeing Special Attention Service Bulletin 757-31-0068, Revision 1, dated August 29, 2002 (for Model 757-200, -200CB, and -200PF series airplanes); and Boeing Special Attention Service Bulletin 767-31-0149, Revision 1, dated November 7, 2002 (for Model 767-200, -300, and -300F series airplanes); as applicable.

Modification of Air Data Computer (ADC) System

(c) Modify the ADC system, as specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD, as applicable.

(1) For Model 747-400, -400D, and -400F series airplanes: Re-route wires associated with ADC overspeed warnings, replace the P1-1 and P3-1 module assemblies in the flight deck with improved module assemblies, install various wires in and between the flight deck and main equipment center of the airplane, and perform a test of the source select module and a system functional test, according to the Accomplishment Instructions of Boeing Alert Service Bulletin 747-34A2460, Revision 2, dated June 14, 2001.

Note 1: Boeing Service Bulletin 747-34A2460, Revision 2, refers to Boeing Component Service Bulletins 233U2200-31-01 and 233U2205-31-01, both dated April 20, 1995, as additional sources for instructions to change the ADC computer source select switch on the P1-1 and P3-1 panels, respectively.

(2) For Model 757-200, -200PF, and -200CB series airplanes: Install a circuit breaker and replace an existing lightplate assembly with a new, improved lightplate assembly in the flight compartment; install two relays and remove a certain relay in the main equipment center; make various wiring changes in the flight compartment and main equipment center; and perform tests of the flight data acquisition unit, flight data recorder system, and stall and overspeed warnings. Do these actions according to the Accomplishment Instructions of Boeing Service Bulletin 757-34A0222, Revision 1, dated July 17, 2003.

(3) For Model 767-200, -300, and -300F series airplanes: Modify the air data switching system and do a system functional test, according to the Accomplishment Instructions of Boeing Service Bulletin 767-34A0332, Revision 1, dated April 24, 2003.

Actions Required To Be Accomplished Prior to or Concurrently With Paragraph (c) of This AD

(d) Prior to or concurrently with accomplishment of paragraph (c) of this AD, accomplish paragraph (d)(1) or (d)(2) of this AD, as applicable.

(1) For Boeing Model 747-400, -400D, and -400F series airplanes: Do the actions specified in Table 2 of this AD, as applicable. Table 2 of this AD follows:

TABLE 2.—BOEING MODEL 747-400, -400D, AND -400F SERIES AIRPLANES—PRIOR/CONCURRENT ACTIONS

For airplanes listed in—	Accomplish all actions associated with—	According to the Accomplishment Instructions of—
Boeing Service Bulletin 747-31-2179, dated May 26, 1994.	Replacing the three Electronic Flight Information System (EFIS)/Engine Indicating and Crew Alerting System (EICAS) interface units (EIU) in the main equipment center with improved EIUs and installing new software in six integrated display units (IDU) and three EIUs.	Boeing Service Bulletin 747-31-2179, dated May 26, 1994.

Boeing Service Bulletin 747-31-2180, dated March 17, 1994.	Replacing the three EIUs in the main equipment center with improved EIUs and installing new software in six IDUs and three EIUs.	Boeing Service Bulletin 747-31-2180, dated March 17, 1994.
Boeing Service Bulletin 747-31-2217, dated May 19, 1994.	Installing new software in six IDUs and three EIUs	Boeing Service Bulletin 747-31-2217, dated May 19, 1994.
Boeing Service Bulletins 747-31-2217, dated May 19, 1994; and 747-31-2178, dated July 1, 1993.	Replacing three EIUs with improved EIUs and installing new software in six IDUs and three EIUs.	Boeing Service Bulletin 747-31-2178, dated July 1, 1993.
Boeing Service Bulletins 747-31-2217, dated May 19, 1994; and 747-45-2005, dated February 8, 1990.	Replacing certain central maintenance computers (CMCs) with improved CMCs, modifying related wiring, and modifying the data loader control panel.	Boeing Service Bulletin 747-45-2005, dated February 8, 1990.
Boeing Service Bulletins 747-31-2217, dated May 19, 1994; and 747-45-2010, dated December 17, 1992.	Installing new software in the CMC	Boeing Service Bulletin 747-45-2010, dated December 17, 1992.
Boeing Service Bulletins 747-31-2217, dated May 19, 1994; and 747-31-2163, dated February 14, 1991.	Installing new software in six IDUs and three EIUs	Boeing Service Bulletin 747-31-2163, dated February 14, 1991.

Replacement of EICAS Computers

(2) For airplanes listed in Table 1 of this AD that are also identified in any of the service bulletins listed in Table 3 of this AD: Prior to or concurrently with accomplishment of the actions required by paragraph (c) of this AD, accomplish all actions associated with replacing the existing EICAS computers with improved EICAS computers, according to the Accomplishment Instructions of the applicable service bulletin specified in Table 3 of this AD. The actions include performing an EICAS readout comparison to ensure that the applicable software is used; replacing the existing EICAS computers with new, improved EICAS computers that can be upgraded with certain software; and making related wiring changes. Table 3 of this AD follows:

TABLE 3.—SERVICE BULLETINS FOR REPLACEMENT OF EICAS COMPUTERS

Boeing Service Bulletin (all including Appendices A, B, and C)—	Service bulletin revision level—	Service bulletin date—
757-31-0059	Revision 3	March 29, 2001.
767-31-0091	Revision 3	April 27, 2000.
767-31-0098	Revision 2	October 21, 1999.
767-31-0099	Revision 3	February 8, 2001.
767-31-0100	Revision 2	July 29, 1999.
767-31-0101	Original	July 6, 2000.

Parts Installation

(e) As of the effective date of this AD, no person may install, on any airplane, a part having a part number listed in the "Existing Part Number" column of the table under paragraph 2.E. of Boeing Alert Service Bulletins 757-31-0059, Revision 3, dated March 29, 2001; 767-31-0091, Revision 3, dated April 27, 2000; 767-31-0098, Revision 2, dated October 21, 1999; 767-31-0099, Revision 3, dated February 8, 2001; 767-31-0100, Revision 2, dated July 29, 1999; or 767-31-0101, dated July 6, 2000; or under paragraph II.D. of Boeing Service Bulletins 747-31-2163, dated February 14, 1991; 747-31-2178, dated July 1, 1993; 747-31-2179, dated May 26, 1994; 747-31-2180, dated March 17, 1994; 747-45-2005, dated February 8, 1990; or 747-45-2010, dated December 17, 1992.

Operator's "Equivalent Procedure"

(f) Where Boeing Alert Service Bulletin 747-34A2460, Revision 2, dated June 14, 2001; and Boeing Service Bulletin 757-34A0222, Revision 1, dated July 17, 2003; specify that certain actions may be accomplished per an operator's "equivalent procedure": These actions must be accomplished per the chapter of the applicable Boeing 747 or 757 Airplane Maintenance Manual specified in the applicable service bulletin. An operator's "equivalent procedure" cannot be used unless the operator receives FAA approval for that procedure according to paragraph (h) of this AD.

Actions Accomplished Per Previous Issue of Service Bulletins

(g) Actions accomplished before the effective date of this AD per Boeing Alert Service Bulletin 757-34A0222, dated March 28, 2002; and Boeing Alert Service Bulletin 767-34A0332, dated January 10, 2002; are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance

(h) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with the service information included in Table 4, as follows:

TABLE 4.—SERVICE BULLETINS INCORPORATED BY REFERENCE

Boeing Service Bulletins	Revision	Date
Alert Service Bulletin 747-34A2460	2	June 14, 2001.
Service Bulletin 747-31-2163	Original	February 14, 1991.
Service Bulletin 747-31-2178	Original	July 1, 1993.
Service Bulletin 747-31-2179	Original	May 26, 1994.
Service Bulletin 747-31-2180	Original	March 17, 1994.
Service Bulletin 747-31-2217	Original	May 19, 1994.
Service Bulletin 747-45-2005	Original	February 8, 1990.
Service Bulletin 747-45-2010	Original	December 17, 1992.
Service Bulletin 757-31-0059, including Appendices A, B, and C	3	March 29, 2001.
Service Bulletin 757-34A0222	1	July 17, 2003.
Service Bulletin 767-31-0091, including Appendices A, B, and C	3	April 27, 2000.

Service Bulletin 767-31-0098, including Appendices A, B, and C	2	October 21, 1999.
Service Bulletin 767-31-0099, including Appendices A, B, and C	3	February 8, 2001.
Service Bulletin 767-31-0100, including Appendices A, B, and C	2	July 29, 1999.
Service Bulletin 767-31-0101, including Appendices A, B, and C	Original	July 6, 2000.
Service Bulletin 767-34A0332	1	April 24, 2003.
Special Attention Service Bulletin 747-31-2313	1	September 26, 2002.
Special Attention Service Bulletin 757-31-0068	1	August 29, 2002.
Special Attention Service Bulletin 767-31-0149	1	November 7, 2002.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Effective Date

(j) This amendment becomes effective on June 22, 2004

Issued in Renton, Washington, on May 5, 2004.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-06 Boeing: Amendment 39-13636. Docket 2001-NM-297-AD.

Applicability: This AD applies to the airplanes listed in Table 1 of this AD, certificated in any category:

TABLE 1.—APPLICABILITY

Model	Applicability
727-100 and -200 series airplanes.	As listed in Boeing Alert Service Bulletin 727-29A0067, dated June 7, 2001.
737-100, -200, -200C, -300, -400 and -500 series airplanes.	As listed in Boeing Alert Service Bulletin 737-29A1096, Revision 1, dated July 31, 2003.
747 series airplanes	Line Numbers 1 through 1271 inclusive.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To ensure adequate electrical bonding between the penetration fittings of the hydraulic heat exchanger and the rear spars of the fuel tanks of the left and right wings, accomplish the following:

Prepare Electrical Bonding Faying Surfaces/Measure Electrical Bonding

(a) Within 60 months after the effective date of this AD: Prepare the electrical bonding faying surfaces for the tubing penetrations of the hydraulic heat exchanger on the forward and aft surfaces of the rear spars of the fuel tanks of the left and right wings, and do a one-time measurement of the electrical bonding resistances between the penetration fittings of the hydraulic heat exchanger and the rear spars, and between the heat exchanger tube and the lower wing stringer surfaces, per the Accomplishment Instructions of the applicable Boeing service bulletin listed in Table 2 of this AD, except as provided by paragraph (b) of this AD. The procedures include the following: Depressurize the hydraulic systems; drain the fuel from the fuel tanks; disconnect the inlet and outlet tubes of the heat exchangers and remove the heat exchangers; prepare the faying surface by sanding the surface areas down to bare metal and apply alodine protective coating on the surfaces, and re-install the heat exchangers. If the bonding resistance is incorrect, before further flight, repeat the preparation of the electrical bonding faying surface for the tubing penetrations of the hydraulic heat exchanger on the forward and aft surfaces of the rear spar of the fuel tanks of the left and right wings as necessary to achieve a bonding resistance below the threshold specified in the Accomplishment Instructions of the applicable service bulletin listed in Table 2 of this AD.

TABLE 2.—SERVICE BULLETINS

Model	Boeing service bulletin	Revision level	Date
727-100 and -200	727-29A0067	Original	June 7, 2001.
737-100, -200, -200C, -300, -400 and -500.	737-29A1096	Revision 1	July 31, 2003.
747	747-29A2104	Revision 1	March 7, 2002

(b) Operators may use their own FAA-accepted equivalent procedures for draining the fuel tanks and gaining access to the fuel tanks.

Follow-On Actions

(c) Before further flight after accomplishment of paragraph (a) of this AD: Apply fillet sealant and protective finishes around the penetration fittings of the hydraulic heat exchanger per the Accomplishment Instructions of the applicable Boeing service bulletin listed in Table 2 of this AD (per Figure 4 of Boeing Alert Service Bulletin 727-29A0067; per Figure 8 of Boeing Alert Service Bulletin 737-29A1096, Revision 1; or per Figure 4 of Boeing Service Bulletin 747-29A2104, Revision 1; as applicable); then service and pressurize the hydraulic systems and examine for signs of hydraulic fluid leakage; and service the fuel tank and examine for signs of fuel leakage per the Accomplishment Instructions of the applicable service bulletin listed in Table 2 of this AD. Repair any leaks found before further flight, per the applicable service bulletin listed in Table 2 of this AD.

Actions Accomplished Per Previous Issue of Service Bulletin

(d) Actions accomplished before the effective date of this AD per Boeing Alert Service Bulletin 737-29A1096, dated June 7, 2001; and Boeing Alert Service Bulletin 747-29A2104, dated July 19, 2001; as applicable, are considered acceptable for compliance with the corresponding action specified in this AD.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permit

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) Unless otherwise specified in this AD, the actions shall be done in accordance with the applicable service bulletins listed in Table 3 of this AD:

TABLE 3.—APPLICABLE SERVICE BULLETINS

Service bulletin	Revision level	Date
Boeing Alert Service Bulletin 727-29A0067	Original	June 7, 2001.
Boeing Alert Service Bulletin 737-29A1096	Revision 1	July 31, 2003.
Boeing Service Bulletin 747-29A2104	Revision 1	March 7, 2002.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Effective Date

(h) This amendment becomes effective on June 22, 2004.

Issued in Renton, Washington, on May 5, 2004.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BW 2004-11

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-09 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-13639. Docket 2003-NM-171-AD.

Applicability: Model BAe 146 series airplanes, as identified in BAE Systems (Operations) Limited Inspection Service Bulletin ISB.24-139, dated April 2, 2003; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent overheating of the in-line splices of the auxiliary power unit (APU) and integrated drive generator (IDG) feeder cables, which can lead to smoke, fumes, and possible fire in the flight deck and cabin, accomplish the following:

Inspection

(a) Within 6 months after the effective date of this AD, do a detailed inspection for heat damage to any in-line splice in the APU and IDG feeder cables, per the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.24-139, dated April 2, 2003. If no heat damage is found, repeat the inspections thereafter at intervals not to exceed 12 months. Although the service bulletin specifies to report inspection findings to the airplane manufacturer, this AD does not include such a requirement.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Corrective Action

(b) If any heat damage is found during any inspection done per paragraph (a) of this AD: Prior to further flight, modify the damaged in-line splices in the APU and/or IDG feeder cable circuits, per paragraph 2.F., "Terminating Action," of the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.24-139, dated April 2, 2003, as applicable.

Optional Terminating Action

(c) Modifying the in-line splices in the APU and/or the IDG feeder cable circuits, per the Terminating Action instructions of the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.24-139, dated April 2, 2003, constitutes terminating action for this AD.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(e) The actions shall be done in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.24-139, dated April 2, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in British airworthiness directive 005-04-2003.

Effective Date

(f) This amendment becomes effective on June 25, 2004.

Issued in Renton, Washington, on May 10, 2004.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11286 Filed 5-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-10 Boeing: Amendment 39-13640. Docket 2001-NM-291-AD.

Applicability: Model 737-600, -700, -700C, -800, and -900 series airplanes; certificated in any category; equipped with start converter units (SCUs) having Honeywell part number (P/N) 1151858-241, Series 1 through 9 inclusive, or P/N 1152426-245, Series 1 through 6 inclusive.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent overheating of the electrical connector of the SCU, which could create an ignition source and possible fire in the electrical and electronics (E/E) compartment and cause damage to certain electrical wire bundles on the E2-2 shelf, accomplish the following:

Replacement

(a) Within 36 months after the effective date of this AD: Replace the SCU of the auxiliary power unit located in the E/E compartment per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Boeing 737-600/700/800/900 Maintenance Manual, Chapter 49-41-61, dated June 5, 1998; and Aircraft Maintenance Manual, Chapter 49-41-61, dated October 10, 2003, are approved methods of compliance with the requirements of this paragraph. Replace the applicable SCU listed in the "Existing Honeywell P/N" column below, with the corresponding SCU listed in the "Replacement Honeywell P/N" column below, as follows:

SCU Part Numbers

Existing Honeywell P/N	Replacement Honeywell P/N
1151858-241, of any series 1 through 9 inclusive	1151858-241, series 10 or 1151858-241, series 11 or 1151858-241, series 12.
1152426-245, of any series 1 through 6 inclusive	1152426-245, series 7 or 1152426-245, series 8 or 1152466-250, series 1 or 1152466-250, series 2 or 1152466-250, series 3.

Alternative Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with § 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Effective Date

(d) This amendment becomes effective on June 24, 2004.

Issued in Renton, Washington, on May 10, 2004.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11287 Filed 5-19-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-11 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-13641. Docket 2002-NM-343-AD.

Applicability: Model BAe 146 and Avro 146-RJ series airplanes, equipped with Pacific Scientific engine fire extinguisher bottles, and having BAE Systems (Operations) Limited Modification HCM01688A, and either HCM01582A or HCM01582B installed; certificated in any category;

Compliance: Required as indicated, unless accomplished previously.

To prevent the inability of the left-hand fire extinguisher bottle on one or more engines to discharge, and consequent inability to control or suppress an engine fire, accomplish the following:

Inspection, Test, and Related Investigative/Corrective Actions

(a) Within 6 months after the effective date of this AD: Do a one-time detailed inspection to detect discrepancies in the wiring installation of the fire extinguisher bottles for the engines, a one-time test of the wiring for the indicating system of the engine fire extinguishing system, and all applicable related investigative/corrective actions, per the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.26-065, dated September 16, 2002. Do all of the actions per the service bulletin. Any corrective actions must be done before further flight. Although the service bulletin specifies to submit certain information to the manufacturer, this AD does not include such a requirement.

Note 1: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

Credit for Actions Done per Other Service Information

(b) For airplanes with BAE Systems (Operations) Limited Modification HCM01582B installed: Accomplishment of BAE Systems (Operations) Limited Inspections Service Bulletin 26-060 (Inspection for Cross Connection of Wiring on Pacific Scientific Fire Extinguishers) on each engine is considered acceptable for compliance with the requirements of this AD.

Alternative Methods of Compliance

(c) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(d) Unless otherwise specified in this AD, the actions shall be done in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.26-065, dated September 16, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Note 2: The subject of this AD is addressed in British airworthiness directive 003-09-2002.

Effective Date

(e) This amendment becomes effective on June 25, 2004.

Issued in Renton, Washington, on May 10, 2004.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11283 Filed 5-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2004-10-12 McDonnell Douglas: Amendment 39-13642. Docket 2002-NM-237-AD.

Applicability: Model DC-10-30 airplane, fuselage number 0106; certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent the loss of the auxiliary power unit (APU) generator due to chafing of the generator power feeder cables, and consequent electrical arcing and smoke/fire in the APU compartment, accomplish the following:

Inspection and Corrective Action(s), if Necessary

(a) Within 12 months after the effective date of this AD, do a general visual inspection of the power feeder cable assembly of the APU for chafing, correct type (including part number) of clamps, and proper clamp installation, per Boeing Alert Service Bulletin DC10-24A137, Revision 02, dated October 15, 2001.

Note 1: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) Condition 1. If no signs of wire chafing are found, and all clamps are of the correct type (including the correct part number) and are installed properly, no further action is required by this AD.

(2) Condition 2. If any wire chafing, incorrect type of any clamp (including incorrect part number), or improper clamp installation is found, before further flight, do the applicable corrective action(s) (e.g., repair, replace, and modify discrepant part) per the Accomplishment Instructions of the service bulletin.

Actions Accomplished per Previous Issues of Service Bulletin

(b) Accomplishment of the inspection and any applicable corrective actions, per Boeing Service Bulletin DC10-24-137, dated September 15, 1987; or Boeing Alert Service Bulletin DC10-24A137, Revision 01, dated May 31, 2001; before the effective date of this AD, is considered acceptable for compliance with the requirements of this AD.

Accomplishment of the Actions per AD 2001-24-22

(c) Accomplishment of the actions specified in AD 2001-24-22, amendment 39-12539, is acceptable for compliance with the requirements of this AD.

Alternative Methods of Compliance

(d) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

Incorporation by Reference

(e) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin DC10-24A137, Revision 02, dated October 15, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Effective Date

(f) This amendment becomes effective on June 25, 2004.

Issued in Renton, Washington, on May 10, 2004.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-11284 Filed 5-20-04; 8:45 am]
BILLING CODE 4910-13-P

BW 2004-11

CFM INTERNATIONAL, S.A.
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2004-10-13 CFM International, S.A.: Amendment 39-13643. Docket No. 2002-NE-26-AD.

Applicability

This airworthiness directive (AD) applies to CFM International, S.A. CFM56-2-C, -3 series, and -5 series turbofan engines. These engines are installed on, but not limited to, Airbus Industrie A319 and A320, Boeing 737, and McDonnell Douglas DC-8 airplanes.

Note 1: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required at the next engine shop visit, or main fuel pump replacement, whichever is earlier, after the effective date of this AD, but no later than January 1, 2007, unless already done.

To prevent main fuel pump bearing failures resulting in fuel nozzle clogging, low pressure turbine (LPT) case burn-through, and damage to the airplane, do the following:

Main Fuel Pumps Installed on CFM56-2-C Engines

(a) For CFM56-2-C engines, do the following:

(1) Remove from service main fuel pumps part number (P/N) 301-779-002-0.

(2) For all CFM56-2-C series engines that have incorporated CFM International Service Bulletin (SB) (CFM56-2) 73-081, remove from service main fuel pumps P/N 301-776-101-0, P/N 301-776-102-0, P/N 301-776-103-0, P/N 301-776-104-0, P/N 301-776-105-0, P/N 301-776-106-0, P/N 301-776-108-0, P/N 301-776-109-0, P/N 301-776-110-0, P/N 301-776-111-0, P/N 301-776-112-0, and P/N 301-776-113-0.

(3) For all CFM56-2-C series engines that have incorporated SB (CFM56-3) 73-087, remove from service main fuel pumps P/N 301-778-801-0, P/N 301-778-802-0, P/N 301-778-804-0, and P/N 301-778-805-0.

(4) For all CFM56-2-C engines that have incorporated SB (CFM56-2-C) 73-A113, remove from service main fuel pumps P/N 301-779-006-0.

(5) Install a serviceable main fuel pump. Information on converting removed pumps into serviceable pumps can be found in SB (CFM56-2) 73-0104, Revision 3, dated December 17, 2003.

Main Fuel Pumps Installed on CFM56-3 Series Engines

(b) For CFM56-3 series engines, do the following:

(1) Remove main fuel pumps P/N 301-779-002-0.

(2) For all CFM56-3 series engines that have incorporated SB (CFM56-3) 73-A129, remove from service main fuel pumps P/N 301-779-006-0.

(3) For all CFM56-3 series engines that have incorporated SB (CFM56-3) 73-087, remove from service main fuel pumps P/N 301-778-801-0, P/N 301-778-802-0, P/N 301-778-804-0, and P/N 301-778-805-0.

(4) Install a serviceable main fuel pump. Information on converting removed pumps into serviceable pumps can be found in SB (CFM56-3) 73-0120, Revision 5, dated December 17, 2003.

Main Fuel Pumps Installed on CFM56-5 Series Engines

(c) For CFM56-5 series engines, do the following:

(1) Remove main fuel pumps P/N 301-785-502-0.

(2) For all CFM56-5 series engines that have incorporated SB (CFM56-5A) 73-A143, remove from service main fuel pumps P/N 301-785-504-0.

(3) Install a serviceable main fuel pump. Information on converting removed pumps into serviceable pumps can be found in SB (CFM56-5A) 73-0126, Revision 4, dated December 17, 2003.

Do Not Install Main Fuel Pumps

(d) After the effective date of this AD, do not install the following P/N main fuel pumps onto any engine:

(1) For all engines: P/N 301-779-002-0, P/N 301-779-006-0, P/N 301-785-502-0, and P/N 301-785-504-0.

(2) For CFM56-2-C engines that have incorporated SB (CFM56-2-C) 73-081 but have not incorporated SB (CFM56-2-C) 73-0104: P/N 301-776-101-0, P/N 301-776-102-0, P/N 301-776-103-0, P/N 301-776-104-0, P/N 301-776-105-0, P/N 301-776-106-0, P/N 301-776-108-0, P/N 301-776-109-0, P/N 301-776-110-0, P/N 301-776-111-0, P/N 301-776-112-0, and P/N 301-776-113-0.

(3) For CFM56-2-C engines that have incorporated SB (CFM56-3) 73-087 but have not incorporated SB (CFM56-3) 73-0120: P/N 301-778-801-0, P/N 301-778-802-0, P/N 301-778-804-0, and P/N 301-778-805-0.

(4) For CFM56-3 series engines that have incorporated SB (CFM56-3) 73-087 but have not incorporated SB (CFM56-3) 73-0120: P/N 301-778-801-0, P/N 301-778-802-0, P/N 301-778-804-0, and P/N 301-778-805-0.

Definition

(e) An engine shop visit is defined as any maintenance that includes the separation of an engine casing flange.

Alternative Methods of Compliance (AMOC)

(f) An AMOC or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(h) None.

Effective Date

(i) This amendment becomes effective on June 24, 2004.

Issued in Burlington, Massachusetts, on May 13, 2004.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04-11405 Filed 5-19-04; 8:45 am]

BILLING CODE 4910-13-P

BW 2004-11

GARMIN INTERNATIONAL INC.
AIRWORTHINESS DIRECTIVE
APPLIANCE
LARGE AIRCRAFT

2004-10-15 Garmin International Inc.: Amendment 39-13645; Docket No. 2003-CE-39-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on July 9, 2004.

What Other ADs Are Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects GARMIN International Inc. GTX 330/330D Mode S transponders that are installed on, but not limited to, the following airplanes, certificated in any category:

Manufacturer	Model
(1) Aermacchi S.p.A	S.205-18/F, S.205-18/R, S.205-20/R, S.205-22/R, S.208, S.208A, F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.211A.
(2) Aeronautica Macchi S.p.A	AL 60, AL 60-B, AL 60-F5, AL 60-C5, AM-3.
(3) Aerostar Aircraft Corporation	PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), PA-60-602P (Aerostar 602P), PA-60-700P (Aerostar 700P), 360, 400.
(4) Alexandria Aircraft, LLC	14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-31, 17-31TC, 17-30A, 17-31A, 17-31ATC.
(5) Alliance Aircraft Group LLC	15A, 20, H-250, H-295, (USAFU-10D), HT-295, H391 (USAFYL-24), H391B, H-395 (USAFL-28A or U-10B), H-395A, H-700, H-800, HST-550, HST-550A (USAF AU-24A), 500.
(6) American Champion Aircraft Corp	402, 7GCA, 7GCB, 7KC, 7GCBA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, 8GCBC.
(7) Sky International Inc	A-1, A-1A, A-1B, S-1S, S-1T, S-2, S-2A, S-2S, S-2C.
(8) B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN-2A MK.III, BN2A MK.III-2, BN2A MK.111-3.
(9) Bellanca	14-13, 14-13-2. 14-13-3. 14-13-3W.
(10) Bombardier Inc	(Otter) DHC-3, DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300.

(11) Cessna Aircraft Company	170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H, (USAF T041A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, 172RG, P172D, R172E (USAF T-41 B) (USAF T-41 C AND D), R172F (USAF T-41 D), R175G, R172H (USAF T-41 D), R172J, R172K, 175, 175A, 175B, 175C, 177, 177A, 177B, 177RG, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, R182, T182, TR182, T182T, 185, 185A, 185B, 185C, 185D, 185E, A185E, A185F, 190, (LC-126A, B, C) 195, 195A, 195B, 210, 210A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, P210N, T210N, 210R, P210R, T210R, 210-5 (205), 210-5A (205A), 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TU206D, TU206E, TU206F, TU206G, 206H, T206H, 207, 207A, T207, T207A, 208, 208A, 208B, 310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, E310H, 310I, 310J, 310J-1, E310J, 310K, 310L, 310N, 310P, T310P, 310Q, T310Q, 310R, T310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 340, 340A, 336, 337, 337A (USAF 02B), 337B, T337B, 337C, 337E, T337E, T337C, 337D, T337D, M337B (USAF 02A), 337F, T337F, T337G, 337G, 337H, P337H, T337H, T337H-SP, 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425, 404, 406, 441.
(12) Cirrus Design Corporation	SR20, SR22.
(13) Commander Aircraft Company	112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC.
(14) de Havilland Inc	DHC-2 Mk. I, DHC-2 Mk. II, DHC-2 Mk. III.
(15) Dynac Aerospace Corporation	(Volaire) 10, (Volaire) 10A, (Aero Commander) 100, (Aero Commander) 100A, (Aero Commander) 100-180.
(16) Diamond Aircraft Industries	DA-20-A1, DA20-C1, DA 40.
(17) Empressa Brasileira de Aeronautica S.A. EMBRAER.	EMB-110P1, EMB-110PE.
(18) Extra Flugzeugbau Gmbh	EA300, EA300L, EA300S, EA300/200, EA-400.
(19) Fairchild Aircraft Corporation	SA26-T, SA26-AT, SA226-T, SA226-AT, SA226-T(B), SA227-AT, SA227-TT, SA226-TC, SA227-AC (C-26A), SA227-CC, SA227-DC (C-26B).
(20) Global Amphibians, LLC	Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, Lake Model 250.
(21) Grob-Werke	G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG, G120A.
(22) Lancair Company	LC40-550FG.
(23) LanShe Aerospace, LLC	MAC-125C, MAC-145, MAC-145A, MAC-145B.
(24) Learjet Inc	23.

(25) Lockheed Aircraft Corporation	18.
(26) Luscombe Aircraft Corporation	11A, 11E.
(27) Maule Aerospace Technology, Inc	Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4180C, M-4-180S, M-4-180T, M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-210TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, MX-7-235, MX-7-180, MX-7-420, MXT-7-180, MT-7-235, M-8-235, MX-7-160, MXT-7-160, MX-7-180A, MXT-7-180A, MXT-7-180B, M-7-235B, M-7-235A, M-7-235C, M-7-180C, M-7-260, MT-7-260, M-7-260C, M-7-420AC, MX-7-160C, MX-7-180AC, M-7-420A, MT-7-420.
(28) Mitsubishi Heavy Industries, Ltd	MU-2B-25, MU-2B-35, MU-2B-26, MU-2B-36, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60, MU-2B, MU-2B-20, MU-2B-20, MU-2B-15.
(29) Mooney Airplane Company, Inc	M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M22.
(30) Moravan a.s	Z-242L, Z-143L.
(31) Navion Aircraft Company, Ltd	NAVION, Navion (L-17A), Navion (L-17B), Navion (L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, Navion H.
(32) New Piper Aircraft, Inc	PA-12, PA-12S, PA-18, PA-18S, PA-18 ‘‘105’’ (Special), PA-18S ‘‘105’’ (Special), PA-18A, PA-18 ‘‘125’’ (Army L-21A), PA-18S ‘‘125,’’ PA-18AS ‘‘125,’’ PA-18 ‘‘135’’ (Army L-21B), PA-18A ‘‘135,’’ PA-18S ‘‘135,’’ PA-18 ‘‘150,’’ PA-18A ‘‘150,’’ PA-18S ‘‘150,’’ PA-18AS ‘‘150,’’ PA-19 (Army L-18B), PA-19S, PA-20, PA-20S, PA-20 ‘‘115,’’ PA-20S ‘‘115,’’ PA-20 ‘‘135,’’ PA-20S ‘‘135,’’ PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, PA-22S-160, PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250, PA-24, PA-24-250, PA-24-260, PA-24-400, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-235, PA-28S-160, PA-28R-180, PA-28S-180, PA-28-181, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-28-201T, PA-28-236, PA-30, PA-39, PA-40, PA-31P, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-31P-350, PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32-301, PA-32-301T, PA-34-200, PA-34-200T, PA-34-220T, PA-42, PA-42-720, PA-42-1000, PA-42-720R, PA-44-180, PA-44-180T, PA-46-310P, PA-46-350P, PA-46-500TP.
(33) Ostmecklenburgische Flugzeugbau GmgH	OMF-100-160.
(34) Piaggio Aero Industries S.p.A	P-180.
(35) Pilatus Aircraft Ltd	PILATUS PC-12, PILATUS PC-12/45, PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PA-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-7.
(36) Prop-Jets, Inc	200, 200A, 200B, 200C, 200D, 400.

(37) Panstwowe Zakladv Lotnicze (PZL)	PZL-104 WILGA 80, PZL-104M WILGA 2000, PZL-WARSZAWA, PZL-KOLIBER 150A, PZL-KOLIBER 160A.
(38) PZL WSK/Mielec Obrsk	PZL M20 03, PZL M26 01.
(39) Raytheon	35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 36, A36, A36TC, B36TC, 35, A35, B35, C35, D35, E35, F35, G35, 35R, F90, 76, 200, 200C, 200CT, 200T, A200, B200, B200C, B200CT, B200T, 300, 300LW, B300, B300C, 1900, 1900C, 1900D, A100-1 (U-21J), A200 (C-12A), A200 (C-12C), A200C (UC-12B), A200CT (C-12D), A200CT (FWC-12D), A200CT (RC-12D), A200CT (C-12F), A200CT (RC-12G), A200CT (RC-12H), A200CT (RC-12K), A200CT (RC-12P), A200CT (RC-12Q), B200C (C-12F), B200C (UC-12F), B200C (UC-12M), B200C (C-12R), 1900C (C-12J), 65, A65, A65-8200, 65-80, 65-A80, 65-A80-8800, 65-B80, 65-88, 65-A90, 70, B90, C90, C90A, E90, H90, 65-A90-1, 65-A90-2, 65-A90-3, 65-A90-4, 95, B95, B95A, D95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42A), 95-C55, 95-C55A, D55, D55A, E55, E55A, 56TC, A56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 99, 99A, 99A (FACH), A99, A99A, B99, C99, 100, A100 (U-21F), A100A, A100C, B100, 2000, 3000, 390, 19A, B19, M19A, 23, A23, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, C24R, 60, A60, B60, 18D, A18A, A18D, S18D, SA18A, SA18D, 3N, 3NM, 3TM, JRB-6, D18C, D18S, E18S, RC-45J (SNB-5P), E18S-9700, G18S, H18, C-45G, TC-45G, C-45H, TC-45H, TC-45J, UC-45J (SNB-5), 50 (L-23A), B50 (L-23B), C50, D50 (L-23E), D50A, D50B, D50C, D50E-5990, E50 (L-23D, RL-23D), F50, G50, H50, J50, 45 (YT-34), A45 (T-34A or B-45), D45 (T-34B).
(40) Rockwell International Corporation	BC-1A, AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNF-6), SNJ-7, T-6G, NOMAD NA-260.
(41) Short Brothers & Harland Ltd	SC-7 Series 2, SC-7 Series 3.
(42) Slingsby Aviation Ltd	T67M260, T67M260-T3A.
(43) SOCATA—Group Aerospatiale	TB9, TB10, TB20, TB21, TB200, TBM 700, M.S. 760, M.S. 760 A, M.S. 760 B, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235E, Rallye 235C, MS 880B, MS 885, MS 894A, MS 893A, MS 892A-150, MS 892E-150, MS 893E, MS 894E, GA-7.
(44) Tiger Aircraft LLC	AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, AA-5B, AG-5B.
(45) Twin Commander Aircraft Corporation	500, 500-A, 500-B, 500-U, 500-S, 520, 560, 560-A, 560-E, 560F, 680, 680E, 680F, 680FL, 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 690D, 695, 695A, 695B, 720, 700.
(46) Univair Aircraft Corporation	108, 108-1, 108-2, 108-3, 108-5.
(47) Vulcanair S.p.A	P68, P68B, P68C, P68C-TC, P68 ‘‘Observer,’’ P68 ‘‘Observer 2,’’ P68TC ‘‘Observer,’’ AP68TP300 ‘‘Spartacus,’’ AP68TP 600 ‘‘Viator’’.
(48) Zenair Ltd	CH2000.

What Is the Unsafe Condition Presented in This AD?

(d) The actions specified in this AD are intended to prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, from aircraft equipped with the GTX 330/330D Mode S Transponders when the pulses are below the Minimum Trigger Level (MTL). The inaccurate replies could result in vertical separation or unsafe TCAS resolution advisories.

What Must I Do To Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
Install GTX 330/330D Software Upgrade to at least Version 3.03, 3.04, or 3.05.	Install the software upgrade within 30 days after July 9, 2004 (the effective date of this AD), unless already done.	Follow GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (SW Version 3.03); Garmin Software Service Bulletin No. 0310, Rev A, dated November 10, 2003 (SW Version 3.04); or Garmin Software Service Bulletin No. 0401, Rev A, dated February 18, 2004 (SW Version 3.05).

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Wichita Aircraft Certification Office (ACO), FAA. For information on an already approved alternative methods of compliance, contact Roger A. Souter, FAA, Witchita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4134; facsimile: 316-946-4107; e-mail address: roger.souter@faa.gov.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in GARMIN Mandatory Software Service Bulletin No.: 0304, Rev B, dated June 12, 2003 (SW Version 3.03); Garmin Software Service Bulletin No. 0310, Rev A, dated November 10, 2003 (SW Version 3.04); or Garmin Software Service Bulletin No. 0401, Rev A, dated February 18, 2004 (SW Version 3.05). The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from GARMIN International Inc. 1200 East 151st Street, Olathe, KS 66062. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Issued in Kansas City, Missouri, on May 13, 2004.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
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